Light Stock and Poor Grading a Feature in

INFLUENTIAL FACTORS 5 'ARCE

Activities in Cotton Has Resulted in the Formation of Pool.

NEW YORK, January 19.—Domestic wheat markets were sluggish in the first half of last week, traders still-exhibiting a marked indifference, and with a disposition to sell on a dult market prices sagged slowly and steadily. The decline was further helped by foreign advices, although early cables were really no more bearist than for several weeks. The weakness in European Monday was said to be dua to the fact that the total of worters wreat cleared for export, was lifthily in excess of estimates of Saturday. The periods of stagnation here were due partly to the difficulty with telegraphic communication with Western markets, At undeweek prices were substantially under lest week's close, ilquidation, although not pronounced still being persistent enough to lower the level of prices 2 to, 3 under the previous week's close.

The Week-End Advance.

Late in the week there was greater buoyancy and more animation, attendad by more numerous and wider variations. This upward tendency was enecked temporarily, by the fact that the Argentine exports were slightly larger than estimated, but this feature was counterbalanced by reports respecting green-hug and Hessian fly injury to the growing pignt in the Southwest. So little had been heard on this score thus far this season that it took the market by surprise.

Demand was also associated partly with reports of a better export and milling demand, and by predictions of a falling-off in receipts at interior points, farmers showing great unwillingness to accept current bids. In some sections it is claimed that farmer who have parted with the bulk of their surplus plan to hold the remainder until later in the season, when it is possible to form some idea as to how the growing plant in what, there being not sufficient in many places to meet seed requirements. All these resulted in a sharp upward movement at the week-end.

The Week in Corn.

Early in the week the corn market was somewhat flat and geatureless, in sympathy with wheat, Later there was a firmer tone, offerings becoming li

satisfactory. A moderate increase in export demand also stimulated the market.

Prices made a maximum advance of \$8 or 99 points from closing quotations of a week ago up to the high level of yesterday, when the March and May options, the most active trading months for future delivery, reached the basis of 11 3-4 cents.

Predictions were made last night by operators for the rise that prices would be forced to 12 cents before the close of business te-day, and to over 12 1-2 cents early next week. These were calculated to excite the mass of smaller speculators who confine their attention to cotton here and throughout the South. Under existing conditions, the trade may expect a continuation of such efforts to maintain the present spitation and speculative activity.

Prices for spot cetton have naturally advanced in sympathy with this week's violent rise in futures. The improvement amounts to 1-2 to 3-4 of a cent, and has brought prices up for middling cotton to the basis of 11 3-4 to 12 1-4 cents in the principal Southern spot markets. Here the price of middling cotton has been advanced 76 points during the week to the basis of 12 1-2 cents.

The Trade's Position.

The Trade's Position.

The Trude's Position.

For the time being, the attitude of replaners and all considerations of statistics are receiving little attention. It may be noted, however, that spot sales at Liverpool on the rise Thurstay were only 5,000 bales, and that yesterday they amounted to only 4,000. Southern dispatches have not shown any great anxiety on the part of New England scinners to buy in following the sharp advance in prices.

They are naturally desirous of awaiting further events in the option markets to see whether the violent rise can be maintained.

In the meantime, the date set for

can be maintained. The violent rise can be maintained. In the meantime, the date set for the next ginners' report of the United States Census Bureau on the amount of cotton sinned to January 16th is approaching. This will appear on January 23d, and should make the amount about 10,500,000 bales, against 9,550,000 shown to have been ginned in its last report up to January 1st. The forthcoming figures will compare with 12,167,900 ginned, according to the Census Bureau to January 18th last year, when the crop turned out over 13,500,000 bales, and 9,589,000 the pravious year, which produced a crop of over 11,500,000 bales.

year, which produced a crop of over 11,500,000 bales.

Question of Speculation.
Speculative activities in the cotton market appear to have resulted in the formation of another new pool, reported to be acting under the auspices of an operator who gained potoriety four years ago as the manipulator of the staple. The launching of this report on the markets on Wednesday morning came after the large lines of March and May options had been bought, and has resulted in a revival of old-time speculative activity with violent fluctuations in prices. It remains to be geen how much huying power there really is behind this pool.

The Warts, Stock Trading.

The Week's Stock Trading.
Daily transactions on the Stock Exchange during last week have been as
follows, compared with one and two

years ago:		VIOLEN CONTRACTOR	
	1307.	1906.	1905.
MYSERE WAS A STREET	Shares.	Shares.	Shares.
Monday	924,935	789,900	1,551,000
Tuesday	922.760	885.700	1.277,300
Wed	735,465	1,272,800	1.741.356
Thurs	951.463	863,500	1.481.000
Friday	831.447	1,552,600	
Baturday	542.524	1.068,000	1.811.600
		1,000,000	\$93,000

# Money to Loan

Life Insurance Co. of Virginia

on desirably located business or residence

Mr. J. T. Lawrence, MOME OFFICE, RICHMOND, YA.

#### THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.)

STOCK ENCHANGE TRANSACTIONS.

This Last List Two years Three week, week, year, ago, years ago, some second of the second of

and	1908:		1908.	Wante	and inc	Januar	w 18th Net	
High	Low.	High	Low.	Seles	High	Low.	Close, ch.	
16%	14	678	6. 19	Allis-Chalmer Co 900 Allis-Chalmer Co., pr 1,200	078	Low. 615 1915	191	
1214	41%	5351	4574 414		53%		5115+ 1	
716	3	0.50	414	American Can	516	501	. 30 T 10	
451	2444	3224	44	Amer Car and Foundry 11.009	Hong	31	32 4 6	
103	78	903.	88			8946	3014- 96	
3614	21	345	20%	American Cotton Oll 6,100 American Grass Twine. 401 American Locomotive . 22,780	34% 34% 115	2714 2714	1101 64	
7694	3214	110	3134	American Locomotive 22,780	4194		4014 - 314	
1111/2	53	01	851/2	Amer. Locamotive, pr., 2,109 Amer. Locamotive, pr., 2,109 Amer. Smelting, 91,110 Amer. Smelting, pr., 5,400 Amer. Steel Foundry, 1,050 Amer. Steel Foundry, 2,155	7914	59 7014	193 + 5	
11794	51%	70% 90	696 <sub>8</sub>	American Smelting or 5400	86	n-2	02% - 214	
10%	17000 15000	345,67,680	61/6	Amer. Steel Foundry 1,050	100	02	674	
4716	20	3214	29 5884	Willett Freezy Loom, M Willy	1100	30	31 + 1	
131	108	114	111	American Sugar, pr. 809 American Sugar, pr. 809 Atchison 116,156 Atchison, pr. 2,229 Atlantic Coast Line 2,829 Atlantic Coast Line 2,829 Battimore and Ohio, pr. 800 Battimore and Ohio, pr. 800 Battimore Steel 1,100	114	em 11110	iii I i	
10814	665%	7112	(\$1.1.2.)	Atchison	7414	701/2	7414+ 334	
10178	78 68	751g	S11.	Attentto Coast Line 2820	5614 7514	8578 70	7514-1- 414	
122	7374	9012	31	Baltimore and Ohio 18,800	9016	SS	5912+ 12	
9414	75	95	80	Baltimore and Ohio, pr. 600	85	83 12	S5 + 5	
837	26%	1914	3534	Brooklyn Rapid Transitio7 295	16	42%	46% I 315	
19514	138	119	13314	Canada Pacific 18,100 Canada Pacific Rts 12,875	154 8%	÷149	†151 + 16	
No 8	8a le. 2314	875	312		8:5	304	211	
15714	9314	117%	10019	Chesapeake and Ohio 13,150 Chi., Mil. and St. Paul 20,400	1177	114	11754 + 214	
206	124	1521	13514 .	Chicago and Northwest., 15,800	1624	1491	15119+1	
10814	85	1221	89	Chi., Mil. and St. Pail. 19 100 Chicago and Northwest. 15 800 C., C., C. and St. Louis. 2300 C., C., U. and St. L. pr. 210 Colorado Fuel and Iron. 24 150 Colorado and Southern. 20,925 Colorado and Southern. 20,925 Colorado and Southern. 20,925	02 0014	90	0032 113	
5774	14	2254	19	Colorado Fuel and Iron, 24,150	200	20%	22 + 214	
387g	17 41	26		Col and Southern, 20,925	26 5294	24%	题 1	
5815	2914	1414	E.	Col. and South, 1st pr 3.865 Col. and South, 2d pr 1.360 Corn Products 16.369	40.74	(3	4432- 16	
2484	S	14%	1078	Corn Products 16,900	1478	13%	1476+ 15	
4413	124	1714	151	Distilling Securities 7,400 Erie 11,200	1614	1516	16 - 16	
7514	28	2584	3214	Erie, 1st pr	3415	13714	3314- 15	
67	20 10714	125%	2317	Erie, 2d pr 970	126%	2316	12415 1 2	
14514	8016	100%	96%	Great Northern, pp 99.875 Louisville and Nashville 10.200 Mo., Kan, and Texas 30.999	10314	9716	1004-74	
4454	8016 2001	2738	21%	Mo., Kan. and Texas 30.909		231/2	2516- 36	
600	53 4414	5915 17	4114	Mo., Kan. and Tex., pr. 3,550 Missouri Paelfie	46	2004	41 1	
1347	· 89	100	9014	New York Central 94,100	46 103	9714	1011/6 + 417	
114	1%	694	21	N. Y., N. H. and H. rts., 20,900	0%	494	2004 - 04	
9214	30	70	5384	N, Y, N, H and H, rts. 29,900 N, Y, Opt. and Western 9,700 Norfolk and Western 6,650 Norfolk and Western 218,430 Northern Fuefife 218,430 North Pnefife, 26 pr. 19,750 Pennsylvania Railroad 174,700 Pressed Steel Car. 6,650 Pressed Steel Car. pr. 840 Railway Steel Spring 2,000 Reading 300 Reading 181 pr. 300 Reading 181 pr. 300	70	051/2	GS16+ 4	
9016	70	81	79	Norfolk and West., pr (60	Cost	70	70 - 2	
131	100½ 91¼	1293 <u>6</u> 112	11676	North Pacific 2d pr 19.750	*1291/2	*12214	*12814 + 514 *11114 + 614	
1413	10354	11714	105 10834	Pennsylvania Railroad 174.700	*112 117%	113%	116% + 2%	
57	15%	231/4	1936	Pressed Steel Car 6,680	23/G 75	201/2	21/4+ 2	
5714	2134	2934	2614	Railway Steel Spring 2,000	5000 900 1200	721/2 20	2334 + 34	
13918	70%	111	9146	Reading	*111 £4	*105%	*1101/1+ 51/4	
92	73 67	8216	78 76	Reading 2d pr 1600	8174	*105¼ 81 80¼	81 + 3 81 - 72	
4114	12	18%	16	Republic Iron and Steel 9,700	15%	17%	1534+ 4	
100	501/4	711/2	6614	Republic L and S., pr 5.180	71½ 15%	69	703 + 13	
6416	2074	20%	2774	Rock Island, pr 26,600	291/2	27%	2878- 7	
77%	26	4174	307	Sloss-Sheff, Steel and I., 2,489	4134	30% 7454	41 + 214	
1184	109	11034	7074	Southern Facilic, pr 3 450	11012	1003	11016 1	
34	10	1214	914 2974	Southern Railroad 13,400	1114 3414	934	1014- 34	
9414	2914	37	2978	Southern Railroad, pr. 5,813	128/4	321	1973 97	
183 524	100 131 <sub>m</sub>	128% 26	20	Reading   163,500   Reading   124 pr   300   Reading   24 pr   1,600   Republic Iron and Steel   2,700   Republic Iron and Steel   2,700   Republic I. and S., pr   5,180   Rock Island   2,210   Ro	26	15371 255 •83 •59	23 - 1"	
109%	6114	8814	77	U. S. Rubber, 1st pr 2,679	8814	*83 *59	*831/2— 21/4 *60 + 1/2	
500	39 21**	311;	461/2	United States Steel 459 700	60 3114	100	31 + 274	
1075	79%	957%	871	U. S. Steel, pr 89,400	95% 25%	13 mg	15 + 114	
3919	18	2518	20	Utah Copper	1814	21½ 17%	18 + 85	
103	75	50)	17 87	VaCar. Chemical, pr 200	Married W. Phillips	90	90	
97	31	52	43	Va. Iron, Coal and Coke 500	62 10	49	6136+ 234	
2814	1414	10% 18%		Va. Car. Chemical	76	163	16% - 11	
*E	x-divid	end.	TEX-11	ghts. Total sales for the wee	k, 4,889	700 sha	res.	
HS S								

THE BOND MARKET OF THE WEEK.								
Railway and Miscellaneous Bonds.								
		Sales		10.00	4	Net		
High.	Low.	21,000	American Cotton Oil 4%s	High.	Low. 90	Close, ch.		
90 6614	86	216	American Tobacco fours	(E5)	iH.	65%+ 78		
101	Dept	167	American Tobacco sixes	101	99%	10034+ 114		
80	80	1	Ann Arbor fours	80	80	80		
9914	95%	191	Atch. T. and S. Fe gen. fours	9814	9754	9814 + 14 8814		
5814	8794	17	Atlantic Coast L'ne fours	8814 911/2	SS 91			
911/4	99%		Baltimore and Ohlo prior lien 31/28	9516	35	0024 1 24		
9644	9614 87	85 20	Baltimore and Ohio gold fours B. and O., P., L. E. and W. Va. fours	9014	90	30 + 3		
\$61.0	83%	26	B. and O., Southwest, div. 3½s	54,1	841/2	81 + 1%		
10214	9714	30	Central of Georgia Ry. con. fives	10214	101	90 + 3 8i + 1% 1011/4+ 15		
45	44	50	Central of Georgia second stpd	45	44	41		
373	36	ő	Central of Georgia third Inc	(0)	36			
110	10716	28	Chesapeake and Ohlo con, fives	110	100%	110		
1011/2	96	184	Chesapeake and Ohio gen. 4358	10114	9414	Out I		
941/2	911/2	15 29	C. and O. R. and A. first con. fours Colorado and Southern fours	89	87	101 + 1 0414+ 1 8834+ 134		
773/5	82 79%	286	Colorado and Southern 41/28	7634	75%	76 - 34		
64%	(3	1	Con Tobacco fours	6419	75% 64%	76 — 16 6442+ 145 75 + 315		
75	66	21	Dist. Secur. Corp. fives	15	711/2	75 + 31/2		
1001/2	10014	3	Erie third ext. 44s	100%	1001/2	10073		
105	165	- 1	Eric fourth ext. fives	105	105	106 105		
10a	105	1	Erie lifth ext fours	105 59	105 6744	700 1. 15		
61	5714	67	Erie convt. fours, ser. A	6514	53	53 - 214		
fiti	53 120	71	Erie refund sevens	120	12014	12014+ 1		
12014	8316	19	Erie prior lien fours	85	81	84 - 114		
7235	67	7	Frie cen lien fours	70	67	671/2- 31/2		
77	70	100	Eric-Pennsylvania coll. fours Louisville and Nashville unt. fours	77	77	100 + 10 100 + 10 100 + 10 110 +		
9.8%	9514	16	Louisville and Nashville uni. fours	2816	97	1818 + 298		
9116	88	. 25	Louisville and Nashville col. tr. fours	9114 89	91 8715	CO12 17 8		
59	8716	9	L. and N., N. A., K. and C. lours	10314	10314	10014- 584		
10314	10314	3	L. and N., N. A., K. and C. fours L. and N., C. and L. 44s New York, Ontario and Western fours.	200	25	$103\frac{1}{4} - 5\frac{3}{4}$ $25 - 1$		
96	9214 9214	111	Norfolk and Western con, fours	25	9414			
833	78	243	Norfolk and Western cvt. fours	83%	8214	3372± %		
84	77	10	N. and W., P., C. and C. fours	8314	5314	33%+ % 8244+ 14 103%- 15 9416+ 14 90%+ 12		
103%	10224	42	N. and W., P., C. and C. fours Pennsylvania Railroad 416s	1035 A	100%	111119		
9412	1114	55	Pennsylvania Railroad cvt. 348, 1912	9414	9014	9415十 沒		
91	88	254	Pennsylvania Railroad cvt. 34s, 1915 Pennsylvania Railroad fours, 1906	91 94	921/2	94 + 4 941/6+ 16		
94	90	44	Reading gen. fours	9454	9378	94164 16		
95 55	90 50	213 51	Seaboard Air Line fours	55	50	51 -131/2 - 3		
95	81	88	Couthern Dollman con fives	90	88	#8 3		
73	72	3	Southern Rallway, St. L. div. fours Southern Rullway M. div. 44s	73	73	72 - 3		
10016	102	27	Southern Rullway M. div. 44s	102	103	102 - 14		
89	5216				8614 100	89 + 31/5 100 + 1 99%+ 1/6 87 + 1/6 85%+ 1/6		
100	99	- 11	Tenn. Coal and Iron, De Bard sixes	100 100	991/6	9974+ 14		
100	99	923	Union Pacific first fours	87	8678	87 + 14		
87 8974	8514	3,100	United States Steel fives	8974	87%			
59	8598	3,100	United States Steel S. f. fives, reg	59	8798	8712 1/3		
53	89	10	Mirainia Carolina Chemical fives	83	89	89 + 3		
4715	11	49	Wabash fours	4514	43	43 - 31/2		
108	10514	54	Wabash first fives	108	10714	107%+ 1/2		
	00	31	Wabash second fives	94	93	93 +1		
To	otal sa	les fo	or the week, including \$1,101,000 governme	int and	other	municipal		
bond	s, were	32.9	30,000		STATE STATE	to the state of the state of		
CONTRACTOR ACTOR								

# ENORMOUS TOTALS

ed. Of this, however, \$200,000,000 war rolled up in the last two months of the

Exports and Imports of Specie EXPORTS AND IMPORTS of Specie. EXPORTS of Sold from New York for the week ending yesterday, as officially reported at the Cliston House, were \$12,000; of silver, \$557,054. Imports of gold at New York were \$59,988; of silver, \$54,449.

Stock Brokers

STOCKS

GRAIN

Geo. T. King & Co., 1114 E. Main St., Richmond, Va.

### STOCK BROKERS Auction Sales. Juture Days.

Money Is Plentiful and Renewed Confidence Has Released Hoarded Wealth.

GENERAL BUSINESS IS BAD

Railroad Experts Say There Are 207,000 Empty Cars Idle.

NEW YORK, January 19.—Last week saw a considerable increase of activity in the market for securities, but the irregular movement of prices was an outcome of the manipulative influences at work. The most active of these had to do with the technical position of the market liself, but there grey up mixed views as well regarding the general outlook for affairs as between the rapid restoration of normal banking conditions on the one hand, and on the other the accumulating evidences of the extent of the reaction in industry and business, and the results to be expected in the sarning power of properties with securities listed at the Stock Exchange.

The disclosure of the re-establishment of a comfortable surplus of reserves above the legal requirement made in the bank statement of the previous week served to quite effectively allay apprehension over the money situation.

Funds Let Loose.

The release of funds which had been held back from banking reserves to awaft this showing proceeded in a strong flood, and interest rates on loans of all kinds declined in a pronounced manner in all markets, both here and abroad. This development had been accurately foreseen by the speculative element in the securities markets, and previous purchases had been made to take advantage of the new outside demand, which would be stimulated by the increase of money facilities for use in stock operations.

There was, in fact, a considerable accession of outside demand for stocks through commission houses, but the sales to realize profits by the powerful speculative party which had been pursuing organized operations in the previous market served as a material offset to this demand. The first and most important relief afforded by the pronounced relaxation of the money market has been in the facilities afforded for strictly mercantile needs. Anxiety on this point has practically passed away. The quick response of stocks of railroad equipment companies to the news of the sale of \$40,000,000 New York Central equipment trust notes, the proceeds of

New York Contra
New York Contra
Or permett of cultiprical areas of the presented of cultiprical areas of the present of cultiprical areas of the present of cultiprical and its willing to the terms of the present of cultiprical and its willing to the terms of the present o

Rise in Exchange.

The question of gold exports is brought forward by the sharp rise in foreign exchange towards the end of the week. It is pointed out also that while the easing of the money market has resulted in a rapid retirement of perhaps half of the loan certificates; issued by the New York Clearing-House, there is an important residue of these instruments, which were issued to the relief of trust companies whose retirement inay be delayed by the character of the collateral securing in timence against the growing ease of the money market is the endence of trade contraction and diminished portions. As a collateral securing influence against the growing ease of the money market is the endence of trade contraction and diminished profits. Railroad traffic has failen to a low ebh, and the American Railway Association estimates 207,000 freight creases in railroad earnings make up the burden of reports, and are accompanied by wide-reaching highs for curtailment of service, Such sign of improvement was reported from the iron and steel trade over the low point of activity at which the year opened. There is hope manifested that improvement is at hand, but the tact that present conditions continue to be reflected in decreases of earnings yet to be made up makes speculative temper apprehensive to the effect of these reports as they shall come to hand.

For Colored Poor.

The Bichmoid Musical and Dramatic Come and get bargains.

For Colored Poor. For Colored Poor.

The Richmoid Musical and Dramatic Association, one of the leading theatrical organizations among the colored people in the State, will hold a recital io-night at the Second Baptist Church. The entire proceeds will go to the Colored City Mission to assist in relieving the desperate situation now prevailing among the colored poor of the city.

TRUSTEE'S AUCTION SALM

COAL MINING MACHINERY, TOOLS, ETC.

COTTON PROVISIONS

Real Estate.

By virtue of a certain deed of trust, dated August 28, 180°, of record in the clerk's office of the Circuit Court of Chesterfield County, in Deed Book No 118, page 520, default having been made in the payment of the note secured thereby, and being required by the noteholder to do 50. I will sell, at Covic Shaft. Winterpack Chesterfield county, Va. on TUESDAY, JANUARY 21, 1908, at 1 o'clock P. M., the following personal property, to-wit; 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and axles, a lod of tools and all hersonal property, to-wit; 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 5 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 6 hoisting engines, 1 compressor, 4 pumps, 1 vertilating fan, 50 pairs wheels and excess a lod of tools and all hersonal property, to-with 7 boilers, 6 hoisting engines, 1 compressor, 4 pumps, 1 vertilating, 1 v

Financial.

# WANTED!

#### Men Who Can Sell Life Insurance

This company wrote more new insurance in Virginia in 1907 than any other company. In 1903 it intends to write TWICE AS MUCH AS ANY OTHER COMPANY.

WE HAVE THE MEANS, THE ORGANIZATION AND THE MOST "SELLABLE" POLICIES EVER ISSUED.

### American National Life

Insurance Company, LYNCHBURG, VIRGINIA.

WALLACE A. TAYLOR, PRESIDENT.

#### BANK OF RICHMOND

Corner Ninth and Main Streets.

Capital and Surplus, - \$1,500,000

Offers to patrons every facility and accommodation content with conservative banking.

Interest allowed on deposits in Savings Department.
Foreign Exchange bought and sold. Depositary for the State of Virginia and City of Richmond

INDIVIDUALS, FIRMS, CORPORATIONS SOLICITED.

Commercial Paper Discounted and Loans Made on Negotiable Securities

## National State Bank

1111 EAST MAIN STREET,

#### Auction Sales, Future Days, TRUSTEE'S AUCTION SALE

OF SHOVELS, 20 CARTS, 5 WAGONS, SHOVELS, HARNESS AND SUNDRY OTHER ARTICLES. In execution of a certain deed of trust, dated December 28, 1905, of record in clerk's office of Richmond Chancery Court, in D. B. 187 C., page 387, I will sell, by auction at the stable in year of No. 412 North Madison Street on

stable in rear of AV.

Street, on

TUESDAY, JANUARY 21, 1908,
at 12 o'clock M, the Mules, Carts, &c.,
mentioned above.

They will all be sold without reserve
to the highest bidder. Come and got
one or more,
TERMS; Cash.

A. J. CHEWNING,
Trustee.

### Richmond Transfer, Co.

UNION RAILROAD AND PULLMAN CNION RAILROAD AND PULLMAN
OFFICE.
Si9 E. Main St., Murphy and Jefferson
Hotels.
CITY TICKET AGENTS FOR ALL LINES.
BAGGAGE CALLED FOR AND CHECKED
FROM RESIDENCE.

European Steamship Agents. LOWEST, RATES.

HORSE, MULE, COWS, WAGON, CART. CARRIAGE, FARMING IMPLE-MENTS, HARNESS, HAY, CORN. SHUCKS, ETC., ETC.

As executor of the estate of Mrs. Priscilla Harris, deceased, I will sell at her farm, on Harvie Road, near Mechanicsville Turnpike, Henrico county, on TUESDAY, JANUARY 21ST.

commencing at 11 o'clock A. M., Horse,
Mule. Cows, Carriage, Wagon, Cart,
Harness, Chickens, Farming Implements, Corn, Fodder, Hay, etc., etc.
TERMS: Cash.
CHAS, MILLHISER, Executor,
THE VALENTINE AUCTION CO.,
Auctioneers.

Take Northside car at Seventh and Broad Streets, and get off at North-side store. See auction flag.

Steamboats.

# Virginia Navigation Co.'s

JAMES RIVER DAY LINE.

STEAMER MOBIÁCK LEAVES FROM
OLD DOMINION WHATER MONDAY, WEDMESDAY and FRIDAY at 7 A. M. for NorIcle, Portmouth, Old Point, Nawport News,
Claremont and James River, landings, connetting at Old Point for Washington, Baltimore and the North Electric care direct
the what? Tickets on sale at Richmond
Transfer Co., Sil East Main Street; 308 East
Main Street, or on what? or steamer. Fars
to Norfolk, one way \$1.35. Roud trip,
\$2.56; second class, \$1.50. Weals 50 cents,
Freight received for above-named places
and all points in Eastern Virginia, NorthCarolina and the East.

Merchants and Miners Transportation Co.

Norfolk to Bosion, Mass., and Providence, R. I.

Steamers leave Norfolk for Bosion Monday, Wednesday and Frider; for Providence Tuesday and Saturday, at 6 P. M. Fassengers and reight taken for all New Bingland points. Ticksts on sale at C. & D. Ry, N. & W. Ry. offices and Nos. 308 and \$10 East Main.

### The Clyde Steamship Company

RICHMOND PHILADELPHIA,
RICHMOND AND NORPOLK LINE
Froight received, and dolivered daily at
& O. Ry. Co.'s Depot, Seventeenth and
road Structs. H. K. WOODFIN, Soliciting
sent, Clyde Line Wharf. Phone 518.

The Confederate Museum TWELFTH AND CLAY STREET.

Railroads.

R. F. & P. BICHMOND, PRINCESSURGE POTOMAC R. B. TRAINS LEAVE RICHMOND - NORTH

TRAINS LEAVE RICHMOND—NORTH-WARD.

6:10 A. M.—Daily—Main St. Through.
6:10 A. M.—Daily—Byrd St. Through.
7:05 A. M.—Except Monday—Byrd St.
7:05 A. M.—Except Monday—Byrd St.
7:10 A. M.—Week Days—Elba: Ashiend
Accommodation.
6:40 A. M.—Daily—Byrd Street. Through.
10:40 A. M.—Daily—Main St. Through.
11:01 Noon—Week Days—Byrd St. Washing10:01 Noon—Week Days—Byrd St. Washing10:01 N.—Week Days—Byrd St. Washing10:01 M.—Week Days—Byrd St.
10:02 P. M.—Week Days—Byrd St.
10:03 P. M.—Week Days—Byrd St.
10:04 N.—Welly—Main St. Through.
10:05 P. M.—Welly—Byrd St. Through.
10:05 P. M.—Welly—Byrd St. Through.
10:06 P. M.—Daily—Byrd St. Through.
10:07 P. M.—Daily—Byrd St. Through.
10:08 P. M.—Daily—Byrd St. Through.
10:09 P. M.—Week Days—Elba. Ashiand

THAINB ARRIVE RICHMOND—SOUTH-WARD

6:40 A. M.—Week Days—Elba. Ashiand
7:56 A. M.—Daily—Hyrd St. Through.
8:25 A. M.—Daily—Hyrd St. Through.
10:55 A. M.—Hunder Dodation.
10:55 A. M.—Sunder Dodation.
12:35 P. M.—Week Days—Byrd St. Through.
Local stops.
2:15 P. M.—Daily—Main St. Through.
5:10 P. M.—Week Days—Elba. Ashiand
Accommodation.
7:15 P. M.—Daily—Byrd St. Through.
10:00 P. M.—Daily—Main St. Through.
11:30 P. M.—Week Days—Byrd St. Through.
10:10 Days—Hyrd St. Through.
11:30 P. M.—Week Days—Byrd St. Through.
11:30 P. M.—Week Days—Byrd St. Through.
11:30 P. M.—Week Days—Byrd St. Through.
11:31 A. M.—Daily—Main St. Through.
12:43 A. M.—Daily—Main St. Through.
13:43 A. M.—Daily—Main St. Through.
14:41 A. M.—Daily—Main St. Through.
15:42 A. M.—Daily—Main St. Through.
16:42 A. M.—Daily—Main St. Through.
17:43 A. M.—Daily—Main St. Through.
18:42 A. M.—Daily—Main St. Through.
18:42 A. M.—Daily—Main St. Through.
19:43 A. M.—Daily—Main St. Through.
19:44 A. M.—Daily—Main St. Through.
19:45 A. M.—Daily—Main St. Through.
19:45 A. M.—Daily—Main St. Through.
19:46 A. M.—Daily—Main St. Through.
19:47 A. M.—Daily—Main St. Through.
19:48 A. M.—Daily—Main St. Through.
19:48 A. M.—Daily—Main St. Through.
19:48 A. M.—Daily—Main St. Through.
19:49 A. M.—Daily—Main St. Through.
19:49 A. M.—Daily—Main St. Through.
19:40 A. M.—Daily—Main St. Through.

dations.
All trains to and from Byrd Street Station stop at Elba.
Time of arrival and departures and consections not guaranteed. W. CULP, W. P. TAYLOR, Gen'l Supt. Traffic Mgr.

#### Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not guaranteed:
7:00 A. M.—Dally—Local for Charlotte.
11:15 A. M.—Dally—Limited—Buffet Pullman to Allenta and Elmingham. New Orieans, Memphit. Chattanooga, and all the South. Through coach for Chase City, Oxford, Durham.
6:00 P. M.—Ex. Sunday—Keysville Local.
11:30 P. M.—Daily—Limited Pullman ready 3:30 P. M. for all the South.
YORK RIVER LINE.
4:20 P. M.—Ex. Sunday—To West Point—Connecting for Baltimors Monday. Wednesday, Friday.
2:15 P. M.—Monday, Wednesday and Friday—Local to West Point.
TRAINS ARRIVE RIGHMOND.
6:155 A. M.—Ston Britte South.
4:10 A. M.—Ex. Sunday—Local to West Point.
TRAINS ARRIVE RIGHMOND.

5155 A. M. 3:10 P. M.—From all the South.
4:16 P. M.—From Charlotte, Raleigh, Durham, Chase City and local stations.
5:10 A. M.—From Keyaville-Local.
9:20 A. M.—From West Point, and from
Baltimore Wednesday, Friday and
Sunday.
10:145 A. M.—Local from West
Folm.

C. W. WESTBURY, D. P. A., 920 E. Main Street. Phone 485.

# Chesapeake & Ohio Railway

eets for Patersburg: •6, 7, 8, •9, 10, 11, •12 A M., 1, 2, •2, 4, 5, 5:43, •6, 7, 5, •9, 10 P. M. 11 P. M., for Chester: 10 midnight, for ry A., jor Casser: , Shuhigat, for ersburg.

ars leave Petersburg, foot Sycamora het, for Manchesier.

135, "7.15. "138, 8.125, 8.135, 8.135, "10.186, A. M., 12.25, "11.35, 9.185, 8.135, "10.160, 11.160 M. S. (1.185), 8.135, 8.135, 8.10.160, 11.160 M. S. (1.185), 8.135, 8.135, 8.10.160, 11.160 M.

3.25. 6:35. \*7:36. 8:35. 8:35. \*10:40. 11:40
P. M.

\*\*Carries baggage and express.

\*\*Limited, except Sunday and holidays.
All cars from Petersburg connect with
\*\*srr for Richmond. Richmond and Chesapeake Bay R'y Flectric trains, to and from Ashland, stopping at intermediate stations upon signal.

DALLY:

1 save Richmond (Broad and Laurel Friest)—8.05, 7:10, 8:10, 8:10, 11:30 A, M, 10, 2:10, 3:10, 4:10, 5:10, 11:30 A, M, 10, 11:30 P, M. Leave Ashland—5:05, 7, 8, 9, 10 A, M, 12 1000, 2, 3, 4, 5, 8, 7, 8, 9, 10:30 P, M; Steamboats.

#### LD DOMINION STEAMSHIP CO. Night Line for Norfolk

Leave Richmond every evening (foot Ash reet) at 7 P. M., stopping at Newport ews en route. Fars, \$2.00 one way; \$4.00 und trip, including statesom berth; meals cents. Street cars to steamer's wharf.

FOR NEW YORK

is Night Line Steamers (except Saturday), alking connection in Norfolk with Main ine Ship following day et ? P. M., also croik and Western Ry, at P. A. Al and J. M., and Ghesapeske and Ohio Ry at S. M. and 4 P. M. making connection daily except Sunday? at Norfolk with Main Line hip saling ? h. M. Tickéts at O. D. ine Office, 208 E. Main Street, Richmond Tanafer Co., 313 E. Main Street; The Jefterson, Murphy's Hotel.

### American Line

Philadelphia

Queenstown and Liverpool 

#### "Ask Mr. Bowman"

808 E. Main St., Richmond, Va., Make Reservations Now,